

# FOCUS

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2003

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## New Web Site Puts Highway Specifications at Your Fingertips

Thousands of highway construction specifications from all 50 States, the District of Columbia, and Puerto Rico are now instantly available online at the new National Highway Specifications Web site ([www.specs.fhwa.dot.gov](http://www.specs.fhwa.dot.gov)). The site is a collaborative effort of the Federal Highway Administration (FHWA) and the American Association of State Highway and Transportation Officials (AASHTO). It serves as a clearinghouse and electronic library where users can search, review, cross-reference, and download current specifications and other specification-related documents. Previously, locating and retrieving current specifications was a time

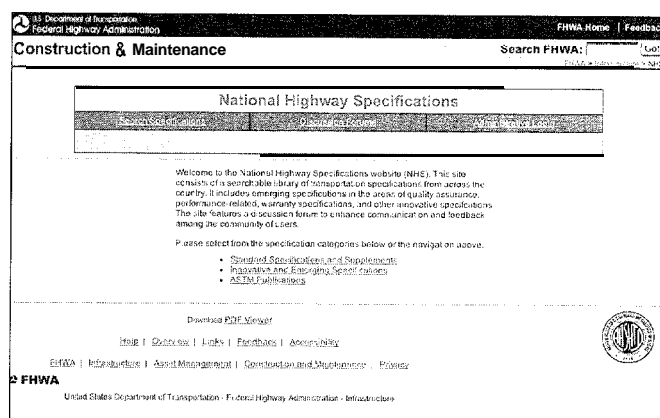
agencies issue specifications and rules affecting highway construction.

"Consolidation of these multiple sources of documentation in one place will benefit highway agencies, contractors, construction engineers, and researchers. Electronic access, indexing, and search features will save time and money for all users while improving practices and promoting higher quality in construction end products," says Ken Jacoby of FHWA.

Documents included on the site are:

- Approved standard construction specifications and supplements from departments of transportation in the 50 States, District of Columbia, and Puerto Rico.
- Current approved standard specifications and supplements from FHWA's Federal Lands Highway Divisions.
- AASHTO Guide Specifications and American Society for Testing and Materials' Summaries.
- Innovative provisions such as quality assurance, warranty, and performance-related specifications.

The site also features discussion forums on such topics as performance-related specifications, design-build, warranty specifications, and quality assurance. And users can find links to specification-related Web sites hosted by highway agencies and others. In consolidating information nationwide on highway specifications, "the National High-



consuming and often tedious process. While more State highway agencies are putting their construction specifications online, finding and navigating the various Web sites can still be difficult. And in addition to the various State specifications, more than 20 national trade organizations and several Federal



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

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# FHWA Launches Transportation Security Web Site

Since September 11, 2001, considerable Federal, State, and local resources have been devoted to ensuring the safety and security of the Nation's transportation system. A new Federal Highway Administration (FHWA) Operations Security Web site ([www.ops.fhwa.dot.gov/OpsSecurity](http://www.ops.fhwa.dot.gov/OpsSecurity)) was recently launched to provide agencies with streamlined access to information on improving surface transportation security.

"The need to ensure the security of America's surface transportation system is a top priority for the FHWA," said FHWA Administrator Mary E. Peters. "We are working closely with the Department of Homeland Security and other Federal agencies to help State and local officials develop and carry out a comprehensive set of improvements to increase the security of our transportation network."

Topics covered on the Web site include emergency planning, aligning action plans with the Nation's Homeland Security

Advisory System, and improving military mobilization on roadways. "A lot of material has been generated on such security topics over the past 2 years, but getting that information to State and local practitioners has always been a challenge," says Vince Pearce, acting director of FHWA's Office of Transportation Operations. The Web site is designed to gather all this information in one accessible place to help State and local transportation agencies make more informed decisions about improving the security of roadways in their areas. An added benefit is that many of the strategies covered should also help agencies cope better with natural disasters, which place similar demands on roadways. Case studies cover the transportation components of the 1994 Northridge, California, earthquake; a 2001 rail tunnel fire in Baltimore, Maryland; and the 9/11 terrorist attacks. The site

also contains an activity list that State officials can use to develop or refine their action plans for responding to different Homeland Security alert levels, as well as information on how to secure transportation-related information technology resources during an emergency. The links to relevant information from all the administrations within the Department of Transportation (DOT), other Federal agencies, and such partners as the American Association of State Highway and Transportation Officials, Transportation Research Board, American Public Works Association, and National Association of County Engineers.

Pearce envisions the site as a doorway

through which State and local employees can get access to other parties with similar interests and goals. "Someone in a State DOT may not be aware of what the Federal DOT or other modal administrations are doing," Pearce says, yet those other sources may have useful information to share. Protecting bridges and tunnels, for example, concerns not just FHWA,

also DOT's railroad and public transit administrations. "Ultimately we hope the Web site will help build partnerships among all those involved in protecting and maintaining our transportation infrastructure," says Pearce.

Pearce plans to add documents and links to the site as he learns of them. "I will add anything that transportation highway operators would find useful," he notes.

For more information on the Operations Security Web site, contact Vince Pearce at 202-366-1548 (email: [vpearce@fhwa.dot.gov](mailto:vpearce@fhwa.dot.gov)).

**"The need to ensure the security of America's surface transportation system is a top priority for the FHWA."**

**OPERATIONS**  
OFFICE OF OPERATIONS

**FHWA Operations Security**

**Introduction**  
Introductory Materials  
Perspective  
Vision  
Role of FHWA  
Program Components & Activities  
Protecting The Electronic Infrastructure  
Homeland Security At USDOT & Other Federal Agencies  
Homeland Security At Our Partner Associations  
Homeland Security Funding Contacts  
FHWA Home | DOT Home

**FHWA Operations Security**

- The need for ensuring the operation and integrity of America's surface transport following the events of September 11, 2001.
- Good transportation system operation is key to ensuring safe, continuous move during a national security event.
- The full capability of the transportation system must be harnessed and optimized, including use of intelligent Transportation Systems (ITS), to effectively move people and goods during a national security event.

**Question: What is FHWA Operations doing to respond to the security challenges?**

FHWA Operations is engaged in emergency preparedness and management, working with other DOT administrations and Federal agencies, its State and local partners, academia, industry associations, and the private sector. The purpose is to ensure that surface transportation operating agencies throughout the nation have the necessary tools, techniques, information, and understanding to be able to prevent when possible, prepare for, respond to, and recover from both natural and man-made disasters. A key element is "emergency transportation operations preparedness."

Check out the **Public Safety and Security Program Brochure** PDF 1.2 MB for more information.

**Question: What is the goal of emergency transportation operations preparedness?**

To ensure that operational policies, protocols, procedures, practices, and improvements are put into place within a region that will enable people and goods to move safely and effectively during threatening situations while still enabling emergency access to the scene(s), and will facilitate re-establishment of transportation following an emergency.

**Question: How does emergency operational preparedness accomplish this goal?**

In general, it will enhance, through awareness, guidance, and technical assistance, the roadway (highway, arterial, etc.) transportation component of both new and existing State and local emergency management planning and response efforts. More specifically, it will work to:

- More fully engage transportation operators with emergency managers and public safety in regional collaboration, information sharing, and strategic planning for the management of transportation during emergencies.
- Ensure development of a communications capability, with agreed-to protocols, standards, and messages, to enable transportation system operators to communicate with law enforcement, fire and rescue, EMS, and other emergency management officials.
- Ensure that transportation operations is an integral part of emergency management planning.
- Ensure that communications to the public, through media and advanced traveler information services, regarding the demands and conditions of the highways are an essential component of emergency management planning.
- Facilitate full information sharing and data exchange capabilities of the transportation system, including ITS, to support emergency management planning and operations.
- Ensure that planning for emergency management addresses issues surrounding the movement of freight, including the flow of supplies and materials to the emergency area(s) or site(s), and the restoration of the routine flow of goods and supplies to the general public.

Federal Highway Administration Operations Unit  
U.S. Department of Transportation  
400 To Street, S.W., 10F  
Washington, DC 20593  
Toll-Free "BlueLine" 1-888-627-4697  
[Email: \[ops@ops.fhwa.dot.gov\]\(mailto:ops@ops.fhwa.dot.gov\)](http://www.ops.fhwa.dot.gov)

# Proposed Work Zone Regulations to Improve Safety, Mobility

Maintaining and preserving the Nation's aging highway system means that motorists increasingly encounter work zones as part of daily travel. At the same time, traffic volumes and congestion continue to grow. From 1980 to 2000, total vehicle miles traveled in the United States increased 80 percent, while total lane miles of public roads increased by only 2.4 percent. The combination of heavier traffic volumes occurring on road networks with more work zones increases the impacts of those work zones on both congestion and safety. In 2001, 1,079 persons were killed in work zone-related crashes and more than 40,000 were injured. To address these heightened impacts, the Federal Highway Administration (FHWA) is developing a final rule on work zone safety and mobility to update the National Work Zone Safety Program established in 1995.

An Advance Notice of Proposed Rulemaking was submitted to the *Federal Register* on February 6, 2002. After analyzing the comments received, FHWA submitted a Notice of Proposed Rulemaking (NPRM) on May 7, 2003. The NPRM can be found on the Web at [www.regulations.gov/freddocs/03-11020.htm](http://www.regulations.gov/freddocs/03-11020.htm). Comments on the proposed rule are due September 4, 2003, with publication of the final rule expected by spring 2004. Comments can be submitted to [dmses.dot.gov](mailto:dmses.dot.gov)/submit.

"The regulations address both safety and mobility, recognizing the impact of work zones on both," says Scott Battles, Work Zone Mobility and Safety Team Leader at FHWA. The proposed changes include:

**Work Zone Mobility and Safety Policy**—States are required to develop and adopt a policy that supports the consideration of the mobility and safety impacts of roadwork accomplished with Federal-aid highway funding. These impacts should be considered both early in the project



planning and through the later stages of project development. The content of the policy would be determined by the State. Examples of topics that could be addressed include classifying road projects into different types based on the expected severity of work zone impacts and developing alternative project planning and design strategies to minimize the impact of work zones on highway users. The policy could also set work zone performance standards. For example, the Ohio Department of Transportation has adopted a policy that sets limitations on the number of lanes that may be closed for construction activities on freeways and similar highways.

**Work Zone Impacts Analysis**—Agencies would be required to perform a work zone impact analysis for Federal-aid highway projects. However, the degree of analysis is scaleable, based upon agency policy and the expected level of impacts due to spe-



FHWA's new proposed regulations address both the safety and mobility of the Nation's work zones.

cific project characteristics. The impact analysis will facilitate the consideration of alternative project options and work zone mitigation measures, such as closing roads completely for rehabilitation work, performing work during night-time and off-peak hours, choosing longer-lasting materials to cut down on the need for future maintenance, or accelerating the construction process.

**Transportation Management Plans (TMP)**—While TMPs are required for all

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# Foamed Asphalt a Success on Federal Lands Highway

The Federal Highway Administration (FHWA) recently reconstructed the Nation's oldest Federal highway using reclaimed asphalt pavement (RAP) treated with foamed asphalt. Combining cold water with hot asphalt to temporarily create a binding foam is not a new idea; it has been widely applied to virgin and recycled road projects in other countries. To date though, it has only been used sporadically on State and local roads across the United States (see October 2002 Focus). Recent improvements to foaming asphalt application technology are making it an increasingly attractive option, however, for transportation engineers seeking a cost-effective way to create a high-strength road base.

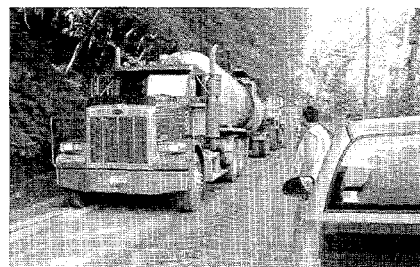
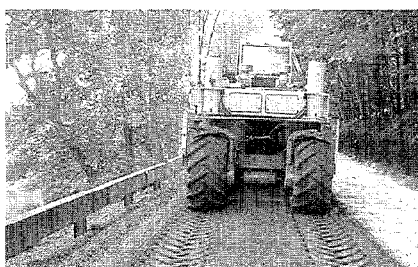
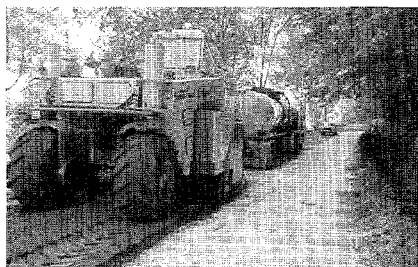
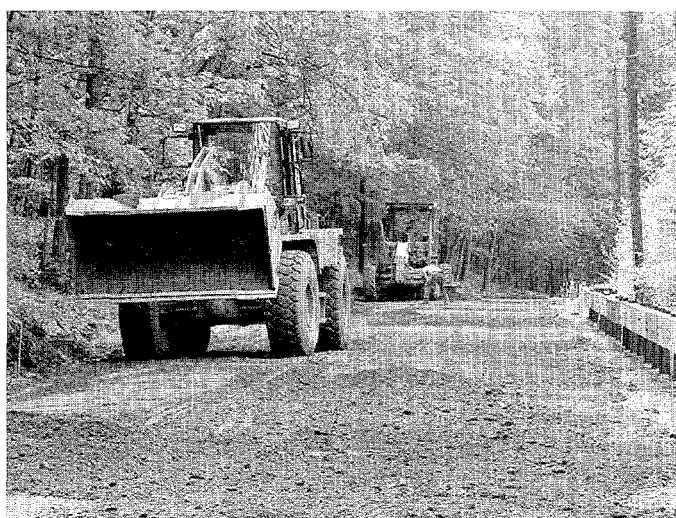
After a failed attempt to apply the technique on Mississippi's Natchez Trace Parkway earlier this year, the FHWA Eastern Federal Lands Highway office decided to try it again on a 10.6-km (6.6-mi) stretch of the South Old Mine Road in New Jersey's Delaware Water Gap National Recreation Area. The road had not been repaved since its construction in the 1880s and was in fair to very poor condition. A complete overhaul was required. But rather than do a full-depth reclamation, FHWA opted to try and save money and natural resources by recycling the asphalt. The most promising approach seemed to be to grind it up, then rebind it with foaming asphalt.

First a reclaimer machine ground up the asphalt and several inches' worth of subbase. The engineers wanted to double

the road's thickness, so they also added 5-cm (2-in) of aggregate base into the mix. The ground-up layer was then graded and compacted.

Next the reclaimer was brought back for a second round, this time hooked up to a bitumen tanker and a water truck. As it ground the soil, asphalt, and aggregate for a second time, the mixture was injected with hot bitumen. Very cold water was also added, causing the bitumen to instantly foam up. The reclaimer then lay the mixture down in a uniform "fluff."

"The foaming only lasts a few seconds, but it's long enough for the bitumen to expand and coat the aggregates," says Tom Jones, the project engineer from the FHWA Eastern Federal Lands Highway office in Sterling, Virginia. "By coating the finer aggregates, it holds it all together."



Top left, a 10.6-km (6.6-mi) stretch of the South Old Mine Road in New Jersey's Delaware Water Gap National Recreation Area is pulverized and 5-cm (2-in) of aggregate base is added. Top right, after the pulverization, the road is graded. Bottom left, center, and right, the foamed asphalt is applied.

The road was again compacted and graded before being covered with a water-based paste that dried to form a moisture-proof seal. Finally, after a week-long curing period, the road was overlaid with 3.8-cm (1.5in) of a Superpave mix design asphalt to ensure motorists would enjoy smooth rides. "The strength, however, is in the expanded foam asphalt," says Jones.

Foaming asphalt "doesn't behave like regular asphalt" during the application process, he adds. "The only thing that is the same is that you use bitumen. The foaming asphalt mixture acts like soil in terms of how you need to treat it; it's very moisture sensitive." A technician therefore had to be on hand to ensure the right proportion of water to bitumen was injected into the pulverized road components.

This moisture sensitivity is the primary reason why foaming asphalt is not appropriate for every road, Jones says, although he adds that "as long as the subgrade is good, you will not have problems." The technique did not work on the Natchez Trace Parkway because numerous springs flow underneath the road. "A soft subgrade like that will come right to the top," notes Jones.

Subgrade problems also slowed down the Delaware Water Gap project, as the project team had to fill in springs and undercut soft spots. They also had to wait out rain showers while adding the top layer, so that it wouldn't slip on the sealed layer below.

Despite the setbacks encountered, "I'm very happy with how the foaming asphalt project turned out," says Jones. Not only did using the RAP and foamed asphalt combination keep waste materials out of landfills, but the money saved on trucking, disposal, and new materials reduced the budget by at least \$500,000. There are still questions about how the foamed asphalt will perform on other types of roads, such as a major highway with a lot of truck traffic, "but I expect we will try different applications as we experiment more with it," says Jones.

For more information on the project, contact Tom Jones at FHWA, 908-841-9573 (fax: 908-841-9549; email: tom.jones@fhwa.dot.gov).

## Moving from Theory to Practice at the Fifth National Conferences on Asset Management

oving from theory to practice is the focus of the upcoming Fifth National Conferences on

Asset Management, which will detail how State and local governments have adopted Asset Management programs. An east coast conference will be held in Atlanta, Georgia, from September 29-30, 2003, with a west coast version scheduled for October 21-22, 2003, in Seattle, Washington.

"Transportation Asset Management is a strategic approach to maximizing the benefits from resources used to operate, expand, and preserve the transportation infrastructure," says Roemer Alfelo of the Federal Highway Administration (FHWA). The conferences will feature case studies by State and local government agencies and six interactive workshops. The first workshop session will highlight tools that can assist in the adoption and practice of Transportation Asset Management (TAM). A panel of representatives from private sector organizations will discuss their experiences in using Asset Management in Session 2. For Session 3, practitioners and researchers will report on their experiences in integrating different data systems. Session 4 will cover the use of TAM as a tool to communicate with decision-makers, stakeholders, and employees, while Session 5 will address local government experiences in imple-

menting Asset Management. The sixth session will provide guidance on how to take the first steps in starting an Asset Management program, including looking at the tools and techniques that have worked for other organizations. Each workshop session will be offered twice in both Atlanta and Seattle.

A closing session will address the Governmental Accounting Standards Board's (GASB) Statement 34, including what various agencies have done to implement GASB 34 and what they have learned.

Conference sponsors include the American Association of State Highway and Transportation Officials, American Public Works Association, Midwest Regional University Transportation Center, Transportation Research Board (TRB), FHWA, Georgia Institute of Technology, Georgia Department of Transportation, Midwest Transportation Consortium, and the Georgia State Road and Tollway Authority.

The deadlines for early registration at reduced rates are September 2 for the Atlanta conference and September 23 for the Seattle conference.

For more information or to register for the conference, visit [gulliver.trb.org/conferences/Asset](http://gulliver.trb.org/conferences/Asset). Information is also available from Tom Palmerlee of TRB, 202-334-2907 (email: [tpalmerlee@nas.edu](mailto:tpalmerlee@nas.edu)) or Fred Scharf of TRB, 202-334-2966 (email: [fscharf@nas.edu](mailto:fscharf@nas.edu)).

# Highway Technology Calendar

*The following events provide opportunities to learn more about products and technologies for accelerating infrastructure innovations.*

## **Alkali-Silica Reactivity/Lithium Implementation Workshop**

September 3, 2003, Los Angeles, CA

This workshop will provide participants with insight on testing, specifying, and using lithium compounds to curtail or prevent damage from alkali-silica reactivity (ASR) in new or existing concrete structures and pavements. The workshop will also provide a basic overview of ASR, including symptoms of ASR damage in field structures and pavements, mitigation approaches, test methods, and specifications.

**Contact:** Bob Sugar at the California Department of Transportation, 916-227-7294 (fax: 916-227-7242; email: Bob.Sugar@dot.ca.gov).

## **Eighth Annual Eastern Winter Road Maintenance Symposium and Equipment Expo**

September 3-4, 2003,  
Manchester, NH

The symposium will feature environmental, safety, and operations tracks. Topics will include road weather information systems, environmental concerns and winter maintenance operations, and motor carrier regulations and their effects on operations. Event sponsors are the New Hampshire Department of Transportation, Federal Highway Administration (FHWA), University of New Hampshire Technology Transfer Center, and the Local Technical Assistance Program.

**Contact:** Deborah Vocke at FHWA, 410-962-3744 (fax: 410-962-3419; email: deborah.vocke@fhwa.dot.gov) or the Maintenance Bureau of the

New Hampshire Department of Transportation, 603-271-2693 (fax: 603-271-6084).

## **International Conference on Highway Pavement Data, Analysis, and Mechanistic Design Applications**

September 7-10, 2003, Columbus, OH  
The forum will bring together engineers, researchers, and practitioners from State highway agencies, FHWA, academia, the private sector, and industry to exchange recent developments and findings on the structural performance of flexible and rigid pavements. Topics covered will include the validation, calibration, and implementation of mechanistic design procedures.

**Contact:** Herman Rodrigo at FHWA, 614-280-6850 (fax: 614-280-6876; email: herman.rodrigo@fhwa.dot.gov; Web: webce.ent.ohio.edu/ICHP.html), or Bill Kenis at FHWA, 202-493-3149 (fax: 202-493-3086; email: bill.kenis@fhwa.dot.gov).

## **Fifth National Conferences on Asset Management**

September 29, 2003, Atlanta, GA  
October 21, 2003, Seattle, WA

Sponsored by the American Association of State Highway and Transportation Officials (AASHTO) Task Force on Asset Management and the FHWA Office of Asset Management, the event will include sessions on tools and technology, GASB 34, data integration, and local government experiences.

**Contact:** Ernie Wittwer, Sarah Brehm, or Jason Bittner at 608-263-2655

(email: wittwer@engr.wisc.edu; Web: gulliver.trb.org/conferences/asset).

## **Western Bridge Engineers' Seminar**

October 5-8, 2003, Reno, NV

The seminar is a biennial cooperative effort by FHWA and the State Transportation Departments of Alaska, California, Idaho, Nevada, Oregon, and Washington State. It allows Government agencies, consultants, contractors, educators, and suppliers to exchange information on subjects of current interest in design, construction, and maintenance of bridges.

**Contact:** Jean Canfield, Conference Manager, at 360-943-7732 (fax: 360-396-0707; email: jeancassoc@msn.com).

## **Third International Symposium on HPC**

October 19-22, 2003, Orlando, FL

Sponsored by FHWA and the Precast/Prestressed Concrete Institute, the symposium will address the research, design, construction, performance, and benefits of high performance concrete (HPC).

**Contact:** Jerry Potter at FHWA, 202-366-4596 (email: jerry.potter@fhwa.dot.gov) or Lou Triandafilou at FHWA, 410-962-3648 (email: lou.triandafilou@fhwa.dot.gov).

## **World Steel Bridge Symposium and Workshops**

November 19-21, 2003, Orlando, FL

The symposium will cover such fields as short and intermediate span bridges, accelerated bridge construction, innovative bridge designs, and inspection

and maintenance. The event is sponsored by the National Steel Bridge Alliance and FHWA.

**Contact:** Darice Elam at the National Steel Bridge Alliance, 3 12-670-7011 (fax: 3 12-670-5403; email: elam@nsbaweb.org).

### **Asphalt Rubber 2003**

December 2-4, 2003, Brasilia, Brazil

The conference will cover such topics as asphalt rubber binder properties, hot-mix properties, design guidelines, recycling, and performance modeling.

**Contact:** Consulpav International at ar2003@consulpav.com.

### **Fourth National Seismic Conference and Workshop on Bridges and Highways**

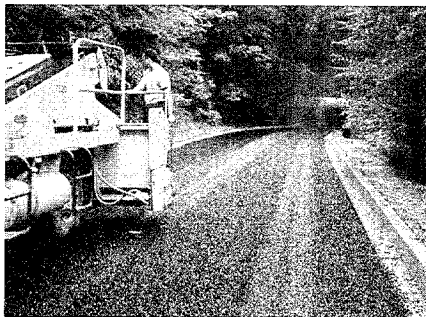
February 9-11, 2004, Memphis, TN

The conference will provide a forum for exchanging information on current national and regional practices for designing seismic-resistant bridges and highway systems and retrofitting existing structures and highways. An International Forum will feature speakers from various countries that have implemented advanced earthquake design and mitigation technologies and approaches. A Technology Show and Information Display will also showcase innovative technologies for earthquake engineering.

**Contact:** Wendy Pickering at the University of Illinois, 217-333-2880 (fax: 217-333-9561; email: fourthphseismicconf@ad.uiuc.edu; Web: www.conferences.uiuc.edu/seismic).

way Specifications Web site is helping to advance the concepts of e-government by using the power of the Internet to remove Federal and State Government organizational barriers, improve the operational efficiency of the Government, and expand the range and quality of government services available to the public," says Jacoby.

To learn more about the National Highway Specifications Web site, contact Ken Jacoby at FHWA, 202-366-6503 (fax: 202-366-9981; email: ken.jacoby@fhwa.dot.gov).



Thousands of highway construction specifications are now available online at the National Highway Specifications Web site.

Federal-aid projects, the extent of the TMP depends upon the results of the work zone impact analysis. At a minimum, a traffic control plan is required for all projects, which is no change from the current regulations. Under the new regulations, a transportation operations plan is also required if recommended by the impact analysis study. This plan should include methods of managing work zone traffic operations, such as through use of intelligent transportation system traffic control and traveler information technology, speed management and enforcement measures, and safety reviews and audits. Going a step further, a public information and outreach plan should be developed if the impact analysis recommends it. The plan should cover methods for ensuring that affected road users, the general public, businesses, and other appropriate entities are informed about the project, the expected work impacts, and the changing conditions of the project.

For more information on the proposed regulations, contact Scott Battles at FHWA, 202-366-4372 (email: scott.battles@fhwa.dot.gov).

A new FHWA publication, *Guidelines for the Use of Lithium to Mitigate or Prevent ASR*, provides a detailed introduction to using lithium compounds to combat alkali-silica reactivity in concrete structures (see November 2002 *Focus*). Copies can be obtained from the:

FHWA Research and  
Technology Report Center  
9701 Philadelphia Court  
Unit Q  
Landham, MD 20706  
Phone: 301-577-0818  
Email: Report.Center@fhwa.dot.gov





# FOCUS

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